



**SCOTTS FARM ROAD (NORTH-WEST OF
GADESSEN ROAD)
EWELL
PROPOSED DEVELOPMENT ACCESS**

**ROAD SAFETY AUDIT
STAGE 1 & 2**

FEBRUARY / MARCH 2020

**Our
Ref:51160H69**

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Project Title: ROAD SAFETY AUDIT - STAGE 1 & 2

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SCOTTS FRAM ROAD (NORTH-EAST OF
GADESSEN ROAD), EWELL
PROPOSED DEVELOPMENT ACCESS


Client Reference:

Date: 02 MARCH 2020

Issue: One

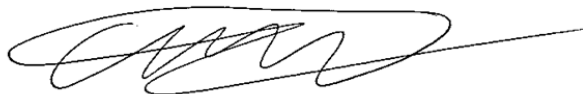
Prepared By: Print Matt Smith

Sign



Authorised By: Print Chris Agent

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STAGE 1 & 2 ROAD SAFETY AUDIT SCOTTS FARM ROAD (NORTH-EAST OF GADESSEN ROAD) EWELL PROPOSED DEVELOPMENT ACCESS

INTRODUCTION

This report results from a stage 1 & 2 Road Safety Audit carried out on Scotts Farm Road (northeast of Gadesden Road) Ewell, proposed development access at the request of the Overseeing Organisation: Surrey County Council, Transportation Development Planning, County Hall, Kingston-Upon-Thames, Surrey, KT1 2DN.

The Audit was carried out during February / March 2020.

The Audit Team Membership was as follows:-

M C Smith BSc (Hons), MCIHT, MSoRSA
Surrey County Council
Highways, Transport & Environment
Strategic Transport Group, County Hall, Penrhyn Road,
Kingston upon Thames, KT1 2DY
(Certificate of Competency in Road Safety Audit, Dec 2014)

C Agent Surrey County Council
Highways, Transport & Environment
Strategic Transport Group, County Hall, Penrhyn Road,
Kingston upon Thames, KT1 2DY

The Audit took place at the County Hall offices of Surrey County Council between 10 February & 03 March 2020. The Audit comprised an examination of the documents submitted and listed in Appendix A. A visit to the site of the proposed improvement was also made on 28 February 2020 between 1245hrs and 1310hrs. During the site visit the weather was raining and the existing road surface was wet. Traffic conditions were light.

The terms of reference of the Audit are as described in GG119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

Comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the attached plans as appropriate.

The recommendations in this report refer to possible solutions to overcome a safety problem. There may be other acceptable ways in which to overcome these. The audit team will be pleased to discuss any alternative solutions.

ITEMS RAISED FROM THIS (STAGE 1 & 2) AUDIT**B1.1. PROBLEM (Location A Appendix B)**

Summary: risk of loss of control conflict for cyclists / motorcyclists. The proposed granite setts on the alignment of the proposed highway boundary create a loss of control hazard for cyclists / motorcyclists entering / exiting the proposed access. Also surface water is also likely to pond / collect on the alignment of proposed granite setts, delineating the highway extents, also creating a potential loss of control conflict.

RECOMMENDATION

Omit the proposed granite setts. If the highway boundary is required to be delineated, provide a delineation which is flush with the carriageway.

B1.2. PROBLEM (Location B Appendix B & Photo 1, Scotts Farm Road)

Summary: risk of restricted sightlines.

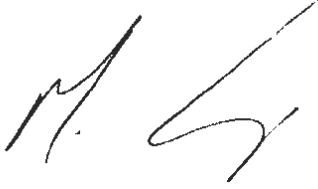
Observations indicate on-street parking within Scotts Farm Road in the vicinity of the proposed development access. If such parking continues once the access has been constructed (and development occupied), there is concern that parked vehicles will restrict sightlines of drivers wishing to exit the proposed access, which increases the risk of conflict.

RECOMMENDATION

Provide double yellow line parking restrictions within the proposed development access bellmouth and within Scotts Farm Road to deter on-street parking within the extents of the proposed visibility splay.

NB. This could also include the section of carriageway opposite the proposed development access, to facilitate turning circles of vehicles entering / exiting the proposed development access.

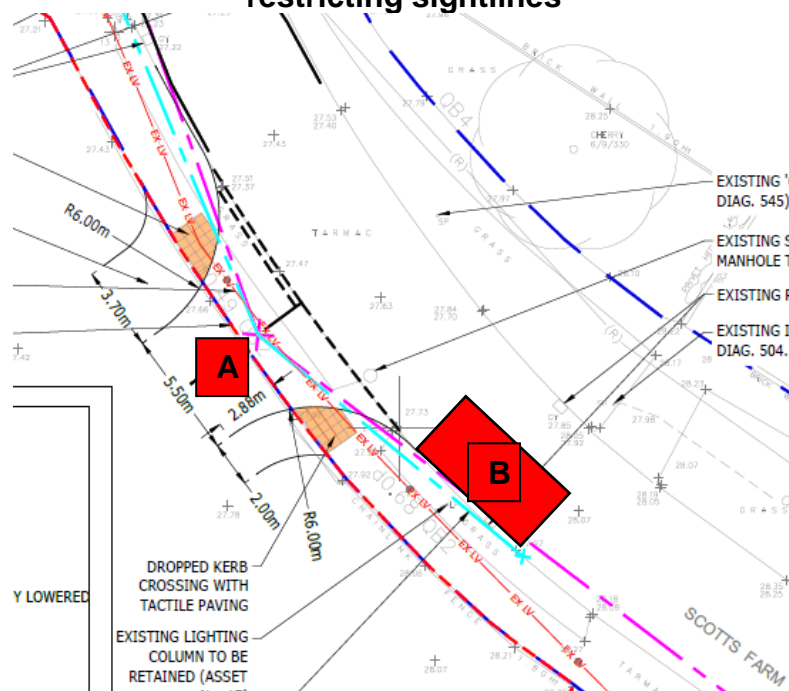
AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG119.	
Road Safety Audit Team Leader	
Name:	Matt Smith
Signed:	
Position:	Safety Engineering Team Leader
Organisation:	Surrey County Council
Date:	03/03/2020
Road Safety Audit Team Member(s)	
Name:	Chris Agent
Signed:	
Position:	Engineer, Safety Engineering Team
Organisation:	Surrey County Council
Date:	02/03/2020

Appendix A

DOCUMENTS SUBMITTED FOR ROAD SAFETY AUDIT.

ACCIDENT DATA		01/01/16 – 31/10/19		
<u>Drawing No.</u>	<u>Drawing title</u>	<u>Date</u>	<u>Drawn by</u>	<u>Authorised</u>
174391-100 Rev C	S278 General Arrangement	31.01.20	UN	GJH
174391-200 Rev C	S278 Construction details	31.01.20	UN	GJH
101703-BEL-SL-01 Rev B	Presentation planning layout	04.04.19	SP	-

Appendix B – Observed on-street parking near proposed bellmouth restricting sightlines**Photo 1 - Parking near proposed bellmouth restricting sightlines**

Item	RSA Problem	RSA Recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
B1.1	(Location A Appendix B) Summary: risk of loss of control conflict for cyclists / motorcyclists. The proposed granite setts on the alignment of the proposed highway boundary create a loss of control hazard for cyclists / motorcyclists entering / exiting the proposed access. Also surface water is also likely to pond / collect on the alignment of proposed granite setts, delineating the highway extents, also creating a potential loss of control conflict.	Omit the proposed granite setts. If the highway boundary is required to be delineated, provide a delineation which is flush with the carriageway.			
B1.2	(Location B Appendix B & Photo 1, Scotts Farm Road) Summary: risk of restricted sightlines. Observations indicate on-street parking within Scotts Farm Road in the vicinity of the proposed development access. If such parking continues once the access has been constructed (and development occupied), there is concern that parked vehicles will restrict sightlines of drivers wishing to exit the proposed access, which increases the risk of conflict.	Provide double yellow line parking restrictions within the proposed development access bellmouth and within Scotts Farm Road to deter on-street parking within the extents of the proposed visibility splay. NB. This could also include the section of carriageway opposite the proposed development access, to facilitate turning circles of vehicles entering / exiting the proposed development access.			

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